



**BAYVIEW**  
**ONE DESIGN**  
**DETROIT**



## **2019 Bayview One Design Regatta**

Organizing Authority: Bayview Yacht Club

Hosted by Bayview Yacht Club (BYC)

May 31 - June 2, 2019

### **SAILING INSTRUCTIONS**

*The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

*The notation '[NP]' in a rule in the SI means that instruction is not grounds for protest or a request for redress by a boat. This changes rule 60.1.*

#### **1 RULES**

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 In accordance with the US Sailing prescription to RRS 88.2, RRS 61.4 (a US Sailing prescription) and the US Sailing prescriptions to RRS 40, 60.3, 67, and 76.1 will apply at all times. No other prescriptions will apply.

#### **2 NOTICES TO COMPETITORS AND INFORMATION MEETING(S)**

- 2.1 Notices to competitors shall be posted on the official notice board located on YachtScoring.com – [https://yachtscoring.com/notice\\_board\\_summary.cfm?eid=6196](https://yachtscoring.com/notice_board_summary.cfm?eid=6196). An unofficial notice board will be maintained at BYC (Canada's Cup Room) and on the International Jury's Website at [www.racingrulesofsailing.org](http://www.racingrulesofsailing.org).
- 2.2 For those classes that start racing May 31, there will be a competitors' meeting on Thursday, May 30 at 1830 hrs. The meeting location will be posted on the official notice board.
- 2.3 For those classes that start racing June 1, there may be a competitors' meeting on Friday, May 31 at 1830 hrs. The meeting location will be posted on the official notice board.

#### **3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions shall be posted not less than 90 minutes prior to the first scheduled race on the day it shall take effect, except that any change in the schedule of races shall be posted by 1800 or by the protest time limit for the affected course(s), whichever is later on the day before it will take effect.

#### **4 SIGNALS MADE ASHORE [NP]**

- 4.1 Signals ashore will be displayed from a flagpole on the balcony near the south end of the BYC Harbormaster's building (north of the clubhouse). Signals ashore flown above a course circle flag (Alpha, Bravo, Charlie, Delta) apply to that course circle only. Signals ashore without a course circle flag apply to all course circles. *This changes RRS Race Signals.* If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the four racing circles' VHF channels between 0830 and 0900 hours EDT.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in race signal AP.

#### **5 SCHEDULE OF RACES**

- 5.1 Friday, June 1: All boats except Lightning, Star, Finn, Wayfarer, Viper 640, PHRF A, PHRF B, Express 27, Warhorse, and C&C 35 Mk I classes.  
Saturday and Sunday, June 2-3: All boats
- 5.2 The scheduled time of the warning signal for the first race each day is 1000 hrs.
- 5.3 The Race Committee (RC) will attempt to run three to five races per day, conditions permitting. There is no maximum number of races.
- 5.4 On the last scheduled day of racing no warning signal will be made after 1400 hrs.
- 5.5 Flag A displayed with no sound while boats are finishing means, "No more racing today."

## 6 CLASS FLAGS AND COURSE ASSIGNMENTS

Refer to **Attachment A** for a description of the class flags and the classes assigned to each racing area.

## 7 RACING AREAS

Refer to **Attachment B** for a chart of the racing areas.

7.1 The center of each racing area / circle is located in Lake St. Clair as follows:

**Circle A:** Approximately 4.0 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 044°.

**Circle B:** Approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 090°.

**Circle C:** Approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 090°.

**Circle D:** In the Detroit River, in front of Bayview Yacht Club.

The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Crews are cautioned to allow adequate time to reach the appropriate racing areas in prevailing conditions for the first scheduled warning signal each day.

## 8 THE COURSES

8.1 The diagrams in **Attachment C** show the courses (including the course designation number), the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 The RC intends to have a gate at the leeward end of the course. However, a single leeward mark may be set, in which case it shall be left to port.

8.3 The RC signal boat shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

## 9 MARKS

9.1 Marks 1 and 2S and 2P (the gate) shall be **orange** inflatable tetrahedrons.

9.2 The offset mark shall be an **orange or red** "hip-hop" style buoy.

9.3 New marks, as provided in SI 12, shall be **yellow** inflatable tetrahedrons.

9.4 The starting and finishing marks shall be inflatable marks distinct from the rounding marks.

## 10 AREAS THAT ARE OBSTRUCTIONS

10.1 The Grosse Pointe water intake crib east of CSYC (refer to NOAA Chart 14850).

10.2 Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear Light and Peche Island at any time (refer to NOAA Chart 14850).

10.3 Commercial ships transiting the St. Clair Ship Channel are severely limited in their maneuverability. A boat shall not interfere with a commercial vessel in the St. Clair Ship Channel [DP].

## 11 THE START

11.1 The starting line shall be between a staff displaying an orange flag on the signal boat and the course side of the mark as described in SI 9.4.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races [DP].

11.3 A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start without a hearing. *This changes rules A4 and A5.*

11.4 If any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to broadcast her sail number on the assigned Racing Area / Circle VHF channel. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. *This changes RRS 62.1(a).*

11.5 After the first race of the day, it is the intention of the RC to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

## **12 CHANGE OF THE NEXT LEG OF THE COURSE / DURING A SERIES OF STARTS**

- 12.1 If there is a significant wind shift during a series of starting sequences, the Race Committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The magnetic bearing of the new weather mark will be displayed. The new Mark 1 will be **yellow**, but after a second change during the race, the changed mark will be **orange**. Flag C will continue to be displayed to each class for which the **yellow** Mark 1 applies.
- 12.2 To change the position of the next mark during a race, the RC shall lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it shall be replaced by an original mark.

## **13 THE FINISH**

- 13.1 The finishing line shall be between a staff displaying a blue flag on the signal boat and the course side of the mark described in instruction 9.4.
- 13.2 For a downwind finish, the finishing mark will be on the RC signal boat's starboard side. For an upwind finish, the finishing mark will be on the RC signal boat's port side. Refer to the diagrams in **Attachment C**.

## **14 TIME LIMITS**

- 14.1 The time limit for each race on all circles is ninety (90) minutes.
- 14.2 If no boat has passed Mark 1 (the initial windward mark) within thirty (30) minutes, the race shall be abandoned.
- 14.3 Boats failing to finish within 30 minutes after the first boat sails the course and finishes shall be scored Time Limit Expired (TLE) without a hearing (See SI 17.4). *This changes RRS 35, A4 and A5.*

## **15 ARBITRATION AND ALTERNATIVE PENALTIES**

- 15.1 RRS Appendix T – Arbitration will apply.
- 15.2 RRS Appendix V1 (a US Sailing Prescription) shall apply for the Cal 25 and Beneteau 36.7 classes only.

## **16 PROTESTS AND REQUESTS FOR REDRESS**

- 16.1 Protest forms will be available at the protest desk located in the Trophy Room at Bayview Yacht Club or online at [www.ussailing.org/resource-library/2017-2020-us-sailing-protest-form/](http://www.ussailing.org/resource-library/2017-2020-us-sailing-protest-form/). Protests and requests for redress or reopening shall be delivered to the jury secretary in the Trophy Room, or via the link at the jury's website at [www.racingrulesofsailing.org](http://www.racingrulesofsailing.org), or photos of completed forms may be texted to +1-949-402-7603, within the appropriate time limit. *This changes rule 61.3.*
- 16.2 For each class, the protest time limit is 90 minutes after the docking of the RC signal boat for the racing circle of the protesting boat or 90 minutes after the RC signals "No more racing today," for their circle, whichever is later.
- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 16.4 Notices of protests by the race committee, technical committee, or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 On the last scheduled day of racing a request for redress based on a PC decision shall be delivered no later than 30 minutes after the decision was posted. *This changes RRS 62.2.*
- 16.6 If the race committee posts a list of boats scored OCS, ZFP, UFD, or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. *This changes RRS 62.2.*
- 16.7 There will be an international jury constituted in compliance with RRS Appendix N, and there may be one or more other protest committees not so constituted. As provided in RRS 70.5, there will be no appeal from the decisions of the international jury. The Chairman of the international jury in his discretion may assign protests, requests for redress and reports received under RRS 69.2(a) to either the international jury or one of the other protest committees.
- 16.8 If RRS Appendix N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.

## **17 SCORING**

- 17.1 PHRF A, PHRF B, and Warhorse classes will be scored Time-on-Time (TOT).
- 17.2 One (1) race shall constitute a series.

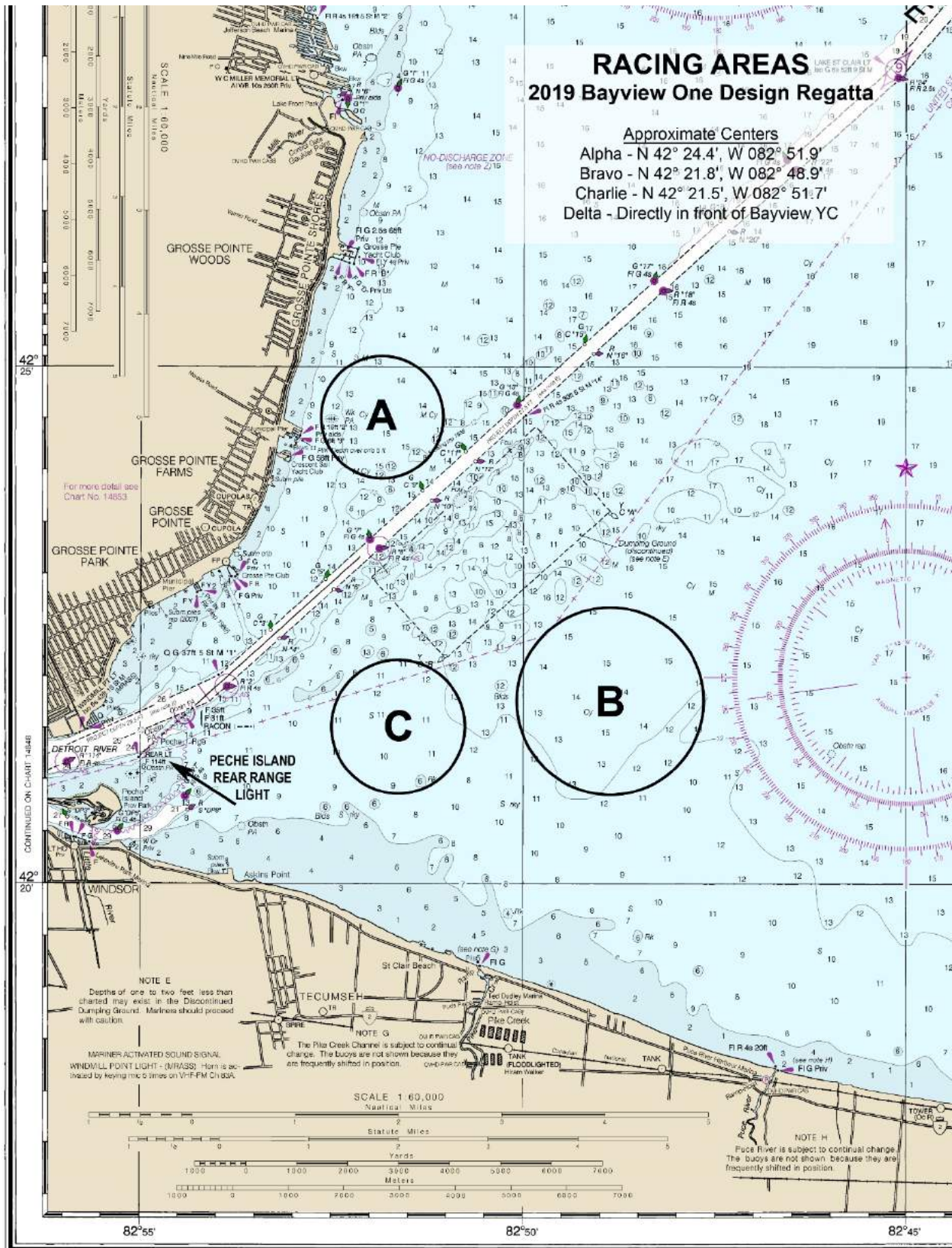
- 17.3 In accordance with RRS A2, each boat's series score shall be the total of her race scores with no scores excluded.
- 17.4 Boats scored TLE will receive points equal to the number of boats finishing within the finishing window (see SI 14.3), plus 2 points. *This changes RRS 35 and A4.1 and A5.*
- 18 SAFETY REGULATIONS [DP][NP]**
- 18.1 Before the start of the first race of the day, and after any postponement ashore, competitors are requested to sail past the stern of the signal boat on starboard tack and hail their sail numbers to check in.
- 18.2 A boat that retires from a race shall notify the RC as soon as possible.
- 19 REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]**
- 19.1 Substitution of competitors beyond the final entry list shall not be allowed without prior written approval of the protest committee.
- 19.2 Substitution of damaged or lost equipment shall not be allowed unless authorized by the protest committee. Request for substitution shall be made to the protest committee at the first reasonable opportunity.
- 20 EQUIPMENT AND MEASUREMENT CHECKS [DP][NP]**
- A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a member of the Technical Committee to proceed immediately to a designated area for inspection.
- 21 HAUL OUT RESTRICTIONS**
- Keelboats (with the exception of the Star Class) shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. [DP]
- 22 RADIO COMMUNICATION [DP][NP]**
- 22.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP].
- 22.2 Assigned VHF Channels:  
**Circle A** - Channel 72  
**Circle B** - Channel 68  
**Circle C** - Channel 71  
**Circle D** - Channel 69
- 22.3 An unofficial designated observer may report all visual signals displayed by the RC on the VHF channel for each circle. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitor's responsibility to observe the Race Committee's visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for redress. *This changes RRS 62.1(a).*
- 23 AWARDS**
- 23.1 Daily awards will be presented to the top three boats in each class.
- 23.2 Series prizes will be awarded to the top three boats in each class.
- 23.3 The Bayview One Design Regatta Perpetual Trophy will be awarded to the boat that, in the opinion of the Organizing Authority, had the best overall performance during the 2018 Bayview One Design Regatta.
- 24 MEDIA & TELEVISION**
- Competitors give absolute right and permission for any photograph and video footage taken of themselves, or the yacht they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.
- 25 DISCLAIMER OF LIABILITY**
- Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority shall not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**ATTACHMENT A**  
**CLASS FLAGS AND COURSE ASSIGNMENTS**

<b>Class Flag</b>	<b>Circle A</b>	<b>Circle B</b>	<b>Circle C</b>	<b>Circle D</b>
 Numeral 1	<b>Star</b>	<b>Beneteau 36.7</b>	<b>T-Ten</b>	<b>J-70</b>
 Numeral 2	<b>Lightning</b>	<b>J-120</b>	<b>C&amp;C 35 Mk I</b>	<b>Viper 640</b>
 Numeral 3	<b>Finn</b>	<b>J-35</b>	<b>Express 27</b>	
 Numeral 4	<b>Wayfarer</b>	<b>PHRF A</b>	<b>Cal 25</b>	
 Numeral 5	<b>Flying Scot</b>	<b>Warhorse</b>	<b>PHRF B/ Melges 24</b>	



**ATTACHMENT B  
RACING AREAS**



14850

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard District to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

**SOUNDINGS**

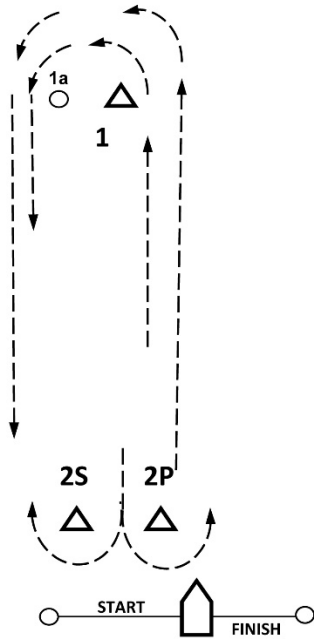
**ATTACHMENT C**  
*ILLUSTRATING THE COURSES*

**Courses 4 and 6 (Not to Scale)**

**Course 4: START – 1 – 1a – 2P/2S – 1 – 1a – FINISH**  
 (2 laps / 4 legs, downwind finish)

**Course 6: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – 1 – 1a – FINISH**  
 (3 laps / 6 legs, downwind finish)

Mark 2 may be either a gate or a single mark left to port

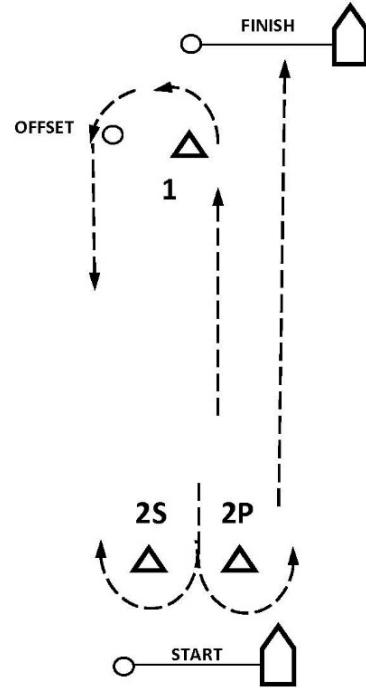


**COURSE 3 and 5 DIAGRAM and ROUNDING ORDER (Not to Scale)**

**Course 3: START – 1 – Offset – 2P/2S – FINISH**  
 (1 ½ laps / 3 legs, upwind finish)

**Course 5: START – 1 – Offset – 2P/2S – 1 – Offset – 2P/2S – FINISH**  
 (2 ½ laps / 5 legs, upwind finish)

Mark 2 may be either a gate or a single mark left to port



**If there is only one leeward mark (Mark 2), it shall be left to port.**